

discovered during the inspection before further flight.

(iii) Accomplish Part I (C2), paragraphs 11 through 14 of ASB 205-98-71, Revision A, dated September 21, 1998.

(5) Within 25 hours TIS, and thereafter at intervals not to exceed 300 hours TIS inspect the fin spar as follows:

(i) Accomplish Part I (B), paragraphs 1 through 13 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(ii) Repair any disbonding discovered during the inspection before further flight.

(6) Within 12 calendar months, remove fin spar, P/N 205-030-899-001, or -089, or P/N 205-030-846-087, or -089, or P/N 205-032-851-003, -007, or -009. Replace it with an airworthy fin spar configuration that has been demonstrated to the FAA to satisfy the structural fatigue requirements of repeated high torque events and is approved by the Manager, Rotorcraft Standards Staff, or replace it with fin spar assembly, P/N 205-530-514-103, as specified in BHTI ASB 205-98-73, dated September 25, 1998.

(7) Installing fin spar, P/N 205-530-514-103, or a fin spar that has been approved by the Manager, Rotorcraft Standards Staff, constitutes terminating action for the requirements of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, FAA, Rotorcraft Directorate, Rotorcraft Certification Office. Operators shall submit their requests through a FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) The inspections and modifications shall be done in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin 204B-98-50, dated October 22, 1998; 205-98-71, Revision A, dated September 21, 1998; or 205-98-73, dated September 25, 1998, as applicable. These incorporations by reference were approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on September 16, 1999.

Issued in Fort Worth, Texas, on August 4, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-20754 Filed 8-11-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-A-AWP-11]

Airport Name Change and Revision of Legal Description of Class D, Class E2, and Class E4 Airspace Areas; Barbers Point, NAS, HI

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action changes the name of Barbers Point NAS, HI, and it's associated airspace areas to Kalaeloa Airport and revises the legal descriptions of the related Class D, Class E2, and Class E4 airspace areas by changing the geographical reference point from the Barbers Point Tactical Air Navigation (TACAN) to a new point of origin. The U.S. Navy has decommissioned the Barbers Point TACAN. The current airspace areas associated with Barbers Point NAS are described in FAA Order 7400.9F, Airspace Designations and Reporting Points, using the Barbers Point TACAN. The airport name change and decommissioning of the TACAN have made this action necessary.

EFFECTIVE DATE: 0901 UTC, September 13, 1999.

FOR FURTHER INFORMATION CONTACT: Debra Trindle, Airspace Specialist, Airspace Branch, AWP-520.10, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

SUPPLEMENTARY INFORMATION:

History

Under federal mandates of the Base Realignment and Closure (BRAC) Act, the United States Navy vacated Barbers Point NAS on July 1, 1999. Effective at 2200 Coordinated Universal Time on July 2, 1999, ownership of the airport was transferred to the State of Hawaii and the name changed to Kalaeloa Airport. In conjunction with the Navy's departure, the existing military TACAN and Instrument Approach Procedures to Barbers Point NAS were

decommissioned. The current airspace areas associated with Barbers Point NAS are described in FAA Order 7400.9F, Airspace Designations and Reporting Points, using the Barbers Point TACAN. The intent of this action is to change the name of Barbers Point NAS and it's associated airspace areas to Kalaeloa Airport and revise the legal description of the related Class D, Class E2, and Class E4 airspace areas by changing the geographical reference point from the Barbers Point Tactical Air Navigation (TACAN) to a new point of origin without changing the dimensions of operating requirements of the existing airspace. The transfer of ownership of the airport does not coincide with a scheduled publication date for the appropriate aeronautical charts. The next Hawaiian Islands Visual Flight Rules (VFR) Sectional Aeronautical Chart will be published on November 4, 1999 and will reflect these changes.

Class D, Class E2, and Class E4 airspace areas are published respectively in Paragraphs 5000, 6002, and 6004 of FAA Order 7400.9F, Airspace Designations and Reporting Points, dated September 20, 1998, and effective September 16, 1998, through September 15, 1999, which is incorporated by reference in 14 CFR 71.1. The airspace designations listed in this document would be published subsequently in this Order.

The Rule

This amendment to 14 CFR part 71 of the Federal Aviation Regulations changes the name of Barbers Point NAS and it's associated airspace areas to Kalaeloa Airport and revises the legal description of the related Class D, Class E2, and Class E4 airspace areas by changing the geographical reference point from the Barbers Point Tactical Air Navigation (TACAN) to a new point of origin without changing the dimensions or operating requirements of the existing airspace.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a

substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 5000 Class D Airspace

* * * * *

AWP HI D Barbers Point NAS, HI [Removed]

* * * * *

AWP HI D Kalaeloa Airport, Kapeloi, HI—[New]

Kalaeloa Airport, HI
(Lat 21°18'21" N, long. 158°04'20" W)

That airspace extending upward from the surface up to and including 2,500 feet MSL within a 4.3 mile radius of Kalaeloa Airport, excluding the airspace within the Honolulu, HI, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory, Pacific Chart Supplement.

* * * * *

Paragraph 6002 Class E airspace areas designated as a surface area for an airport

* * * * *

AWP HI E2 Barbers Point NAS, HI [Removed]

* * * * *

AWP HI E2 Kalaeloa Airport, Kapeloi, HI [New]

Kalaeloa Airport, HI
(Lat 21°18'21" N, long. 158°04'20" W)

That airspace extending upward from the surface within a 4.3 mile radius of Kalaeloa Airport, excluding the airspace within the

Honolulu, HI, Class B airspace area. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.

* * * * *

AWP HI E4 Barbers Point NAS, HI [Removed]

* * * * *

AWP HI E4 Kalaeloa Airport, Kapeloi, HI [New]

Kalaeloa Airport, HI
(Lat. 21°18'21" N, long. 158°04'20" W)
Point of Origin
(Lat. 21°18'21" N, long. 158°03'54" W)

That airspace extending upward from the surface within 3 miles each side of the 242° bearing from the Point of Origin, extending from the 4.3 mile radius of Kalaeloa Airport to 8.5 miles west of the Point of Origin and within 1.8 miles each side of the 289° bearing from the Point of Origin, extending from the 4.3 miles radius of the airport to 6.6 miles west of the Point of Origin, excluding the airspace within the Honolulu, HI, Class B airspace area.

Issued in Los Angeles, California, on July 27, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99–20524 Filed 8–11–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 172

[Docket No. 99F–0001]

Food Additives Permitted for Direct Addition to Food for Human Consumption; Sucralose

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the food additive regulations to provide for the safe use of sucralose as a general purpose sweetener for food. This action is in response to a petition filed by McNeil Specialty Products Co.

DATES: This regulation is effective August 12, 1999; written objections and requests for a hearing by September 13, 1999.

ADDRESSES: Written objections may be sent to the Dockets Management Branch

(HFA–305), Food and Drug Administration, 5630 Fishers Lane, rm. 1061, Rockville, MD 20852.

FOR FURTHER INFORMATION CONTACT: Blondell Anderson, Center for Food Safety and Applied Nutrition (HFS–206), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202–418–3106.

SUPPLEMENTARY INFORMATION:

I. Introduction

In a notice published in the **Federal Register** on January 11, 1999 (64 FR 1634), FDA announced that a food additive petition (FAP 8A4624) had been filed by McNeil Specialty Products, Co., 501 George St., New Brunswick, NJ 08903–2400. The petition proposed that the food additive regulations be amended at § 172.831 (21 CFR 172.831) to expand the permitted uses of sucralose to allow for use as a general purpose sweetener in food. FDA previously approved sucralose for use in 15 food categories under § 172.831 (64 FR 16417, April 3, 1998).

II. Identity

Sucralose is a disaccharide that is made from sucrose in a five-step process that selectively substitutes three atoms of chlorine for three hydroxyl groups in the sugar molecule. It is a free-flowing, white crystalline solid, product at an approximate purity of 98 percent, that is soluble in water and stable both in crystalline form and in most aqueous solutions. The sweetness intensity for sucralose in 320 to 1,000 times that of sucrose, depending on the food application.

Hydrolysis of sucralose may occur under conditions of prolonged storage at elevated temperatures in highly acidic aqueous food products. The hydrolysis products are the monosaccharides, 4-chloro-4-deoxy-galactose (4-CG) and 1,6-dichloro-1,6-dideoxyfructose (1,6-DCF).

III. Evaluation of Safety

In support of safety for the proposed expanded uses of sucralose, the petitioner referenced the toxicological safety data base submitted in food additive petition (FAP) 9A3987 that established the safety of the currently approved uses. Also referenced were the identity, manufacturing process, and specifications for the sweetener. In the new petition (FAP 8A4624), the petitioner submitted data concerning: (1) Use and typical use levels; (2) self-limiting levels; (3) proof of technical effect; (4) exposure; (5) stability; and (6) analysis in foods for both sucralose and its potential hydrolysis products.

In order to determine whether sucralose can be safely used as a general